

## ATTACHMENT A

### SUMMARY OF TRAFFIC ADVISORY COMMITTEE (TAC) RECOMMENDATIONS AND RATIONALE FROM THE 12-11-15 MEETING

- 2-B. This item recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Lyons Valley Road from State Route 94 to Skyline Truck Trail.

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys (51.0 MPH and 50.0 MPH) could support raising the existing 45 MPH speed limit to 50 MPH.

The Committee noted when last reviewed in September of 2009, conditions not readily apparent to the motorist were identified to justify retaining the 45 MPH speed limit posting and radar certification. These conditions were identified as the roadway's driveway density and bicyclist usage. Presently, the above stated conditions remain unchanged. The roadway's 85th percentile speeds are lower than in the past and are trending down. This segment of Lyons Valley Road has been posted 45 MPH since 1976 and radar enforced since 2009.

The Committee stated that overall the roadway is operating as intended and recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit on Lyons Valley Road from State Route 94 to Skyline Truck Trail.

- 5-C. This item recommends recertification for radar speed enforcement of the existing 40 MPH speed limit posting on Poinsettia Avenue from South Santa Fe Avenue to Smilax Road.

The posted 40 MPH speed limit was established and radar certified in 2002. The result of the recent speed survey (40.0 MPH) supports recertification for continued radar speed enforcement. Poinsettia Avenue serves as a rural connecting link between North Santa Fe Avenue and Smilax Road. The posted 40 MPH speed limit continues to be reasonable and reflective of the roadway's operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place.

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Poinsettia Avenue from South Santa Fe Avenue to Smilax Road.

- 5-D. This item recommends recertification for radar speed enforcement of the existing 40 MPH speed limit posting on Rancho Diegueño Road from San Dieguito Road to Rancho Santa Fe Farms Road.

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the nearest 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (43.0 MPH) could support a 40 MPH speed limit.

The Manual also allows speed limits to be set at the next lowest increment. The result of the recent speed survey (43.0 MPH) supports recertification of the existing 40 MPH speed limit for continued radar enforcement. The posted 40 MPH speed limit was established in 1992 and radar certified in 1995. This speed limit continues to be representative of the roadway's current operating conditions.

Continued radar speed enforcement will facilitate and enhance law enforcement. The representative from CHP agreed this roadway meets their agency's criteria for radar speed enforcement.

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Rancho Diegueño Road from San Dieguito Road to Rancho Santa Fe Farms Road.